

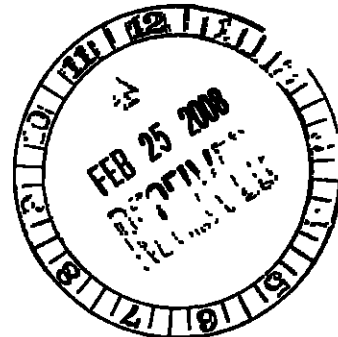


Mack H Shumate, Jr  
Senior General Attorney, Law Department

February 22, 2008

VIA U P.S. OVERNIGHT

221679



Anne K. Quinlan  
Acting Secretary  
Surface Transportation Board  
395 E Street, S.W.  
Washington, DC 20423-0001

**Re: Abandonment Exemption of the Roelyn Industrial Lead from M.  
P. 5.28 near Roelyn to M. P. 8.05 near Somers, a distance of  
2.77 miles in Calhoun and Webster Counties, Iowa;  
STB Docket No. AB-33 (Sub-No. 235X)**

Dear Ms. Quinlan:

Enclosed for filing in the above-referenced docket is the original and ten (10) copies of a Combined Environmental and Historic Report prepared pursuant to 49 C.F.R. §1105.7 and §1105.8, with a Certificate of Service, and a transmittal letter pursuant to 49 C.F.R. §1105.11.

Union Pacific anticipates filing a Notice of Exemption in this matter on or after March 16, 2008.

Sincerely,

Enclosures

ENTERED  
Office of Proceedings

FEB 25 2008

Part of  
Public Record

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**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

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**Docket No AB-33 (Sub-No. 235X)**

**UNION PACIFIC RAILROAD COMPANY  
– ABANDONMENT EXEMPTION –  
IN CALHOUN AND WEBSTER COUNTIES, IOWA  
(ROELYN INDUSTRIAL LEAD)**

---

**Combined Environmental and Historic Report**

**UNION PACIFIC RAILROAD COMPANY**

**Mack H. Shumate, Jr , Senior General Attorney  
101 North Wacker Drive, Room 1920  
Chicago, Illinois 60606  
(312) 777-2055  
(312) 777-2065 FAX**

**Dated: February 22, 2008  
Filed: February 25, 2008**

BEFORE THE  
SURFACE TRANSPORTATION BOARD

---

Docket No AB-33 (Sub-No 235X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN CALHOUN AND WEBSTER COUNTIES, IOWA  
(ROELYN INDUSTRIAL LEAD)

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Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report pursuant to 49 C F R § 1105.7(e) and 49 C F R § 1105.8(d), respectively, for an exempt abandonment and discontinuance of service over the Roelyn Industrial Lead from Milepost 5.28 near Roelyn to Milepost 8.05 near Somers, a distance of 2.77 miles in Calhoun and Webster Counties, Iowa (the "Line"). The Line traverses U S. Postal Service Zip Codes 50566 and 50586. The UP anticipates that a Notice of Exemption to abandon the Line will be filed at the STB on or after March 16, 2008

A map of the Line marked **Attachment No. 1** is attached hereto and hereby made a part hereof. UP's letters to federal, state and local government agencies marked **Attachment No. 2** and **Attachment No. 3**, were sent on September 29, 2005 and January 24, 2008, respectively. Each letter is attached hereto and hereby made a part hereof. Responses received thus far to both UP's letters are attached hereto and sequentially referenced as attachments in the appropriate sections of this Combined Environmental and Historic Report. In the January, 2008 letter agencies were advised

that responses to the September, 2005 letter would be considered current unless a revised response was submitted.

**ENVIRONMENTAL REPORT**  
**49 C.F.R. § 1105.7(e)**

**(1) Proposed action and alternatives** Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

**Response:** The proposed action involves the exempt abandonment and discontinuance of service over the Roelyn Industrial Lead from Milepost 5.28 near Roelyn to Milepost 8.05 near Somers, a distance of 2.77 miles in Calhoun and Webster Counties, Iowa.

The abandonment of the Line will have no adverse effect on shippers. There has been no local traffic in the past two years, and there is no overhead traffic. No complaint regarding cessation of service has been submitted, is pending, or has been ruled upon in favor of complainant in the past two years. After abandonment, the closest rail service would be provided by UP at Roelyn just east of the start point of the proposed abandonment. The closest service by another railroad would be provided at Rockwell City by Canadian National, approximately ten highway miles west of Somers. Somers lies about one mile via local roads from U.S. Highway 20, an east-to-west route. This road connects to U. S. 169, a north-to-south route, about 15 miles east of Somers.

The Line was constructed by the Mason City & Fort Dodge Railway in the period 1901 through 1903. The Line now consists of 85-pound rail laid in 1925.

UP does not believe the property proposed for abandonment is suitable for other public purposes, including roads or highways, other forms of mass transportation, conservation, energy production or transmission because the area is adequately served by existing roads and utility lines. It is possible the Line could be suitable for interim trail use. The line does not contain reversionary property. Based on information in UP's possession, the Line does not contain federally granted right-of-way. Any documentation in UP's possession will be made available to those requesting it.

A map of the Line is attached as **Attachment No. 1**.

**(2) Transportation system.** Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action

**Response:** Because no railroad freight traffic moves over the Line and no railroad freight traffic is expected to move in the future, there should be no effect on regional or local transportation systems or patterns, and there will be no diversion to other modes or systems.

**(3) Land use.**

**(i)** Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies

**(ii)** Based on consultation with the U S Soil Conservation Service, state the effect of the proposed action on any prime agricultural land

**(iii)** If the action effects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9.

**(iv)** If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

**Response:**

(i) The Calhoun County and Webster County Commissioners Offices have been contacted both in September, 2005 and January, 2008. The Calhoun Board of Supervisors advised that four Drainage Districts traverse under the current right-of-way and any expenses incurred for repair of the districts due to renovation will be charged to the railroad. They also identified an open ditch and requested bridge pilings be removed. The Calhoun County Board of Supervisors response is attached as **Attachment No. 4**, and is hereby made part hereof. The Webster County Planning & Zoning Administrator determined the proposed abandonment would not be inconsistent with any current land use plans. The Webster County Planning & Zoning Administrator's response is attached as **Attachment No. 5**, and is hereby made part hereof. To date UP has not received a response from Calhoun County officials.

(ii) The United States Natural Resources Conservation Service ("NRCS") has been contacted. The NRCS has suggested that the Calhoun and Webster County Conservation Boards be requested to conduct an inventory of native plants to determine whether any exist that are important to Iowa's history. The NRCS response is attached as **Attachment No. 6**, and is hereby made part hereof.

(iii) Not Applicable.

(iv) The property is generally not suitable for other public purposes including roads or highways, other forms of mass transportation, conservation, energy production or transmission, in that the area is adequately served by existing roads and utility lines at the present time.

**(4) Energy.**

- (i)** Describe the effect of the proposed action on transportation of energy resources.
- (ii)** Describe the effect of the proposed action on recyclable commodities
- (iii)** State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why
- (iv)** If the proposed action will cause diversions from rail to motor carriage of more than:
  - (A)** 1,000 rail carloads a year, or
  - (B)** an average of 50 rail carloads per mile per year for any part of the affected Line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given

**Response:**

- (I)** There will be no effects on the transportation of energy resources.
- (II)** There are no recyclable commodities handled over the Line.
- (III)** There will be no effect on energy efficiency
- (IV)(A)(B)** There will be no rail-to-motor diversion.

**(5) Air.**

- (i)** If the proposed action will result in either:
  - (A)** an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or
  - (B)** an increase in rail yard activity of at least 100% (measured by carload activity), or
  - (C)** an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. § 10901 (or § 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in §§ (5)(i)(A) will apply.



**Response:** There are no such effects anticipated.

(ii) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or

(B) an increase in rail yard activity of at least 20% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply

**Response:** There will be no increase in rail traffic, rail yard activity, or truck traffic of these magnitudes as a result of the proposed action.

(iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills, contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

**Response:** The proposed action will not affect the transportation of ozone depleting materials.

**(6) Noise**

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

(i) an incremental increase in noise levels of three decibels Ldn or more or

(ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed





**Response:** Not applicable.

**(7) Safety**

**(i)** Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings)

**(ii)** If hazardous materials are expected to be transported, identify the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills, the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

**(iii)** If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

**Response:**

**(i)** The proposed action will have no detrimental effects on public health and safety

**(ii)** The proposed action will not affect the transportation of hazardous materials

**(iii)** There are no known hazardous material waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

**(8) Biological resources.**

**(i)** Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

**(ii)** State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

**Response:**

(i) The U S. Fish and Wildlife Service has been contacted. To date, UP has received no response

(ii) The National Park Service Regional Office has been contacted. To date, UP has received no response.

**(9) Water.**

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

(ii) Based on consultation with the U S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

**Response:**

(i) The Iowa Department of Natural Resources has been contacted To date UP has received no response

(ii) The U. S. Army Corps of Engineers has been contacted, and they determined that the proposed abandonment does not require a Department of the Army Section 404 permit The U S. Army Corps of Engineers response is attached as **Attachment No. 7**, and is hereby made part hereof.

(iii) It is not anticipated there will be any requirements for Section 402 permits. The Region VII Office of the U. S Environmental Protection Agency has been contacted. To date UP has received no response

**(10) Proposed Mitigation**

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

**Response:** There are no known adverse environmental impacts.

**HISTORIC REPORT**  
**49 C.F.R. § 1105.8(d)**

**(1)** A U.S.G.S topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action:

**Response:** See Attachment No. 1

**(2)** A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area.

**Response:** The right-of-way proposed for abandonment is 100-feet in width and extends from approximately one mile southwest of Roelyn to the northeast limit of Somers. There is approximately 43 acres of non-reversionary property. The topography is fairly level with some grade.

**(3)** Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area

**Response:** There are no 50 years old or older structures affected by the proposed abandonment.

**(4)** The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations to the extent such information is known:

**Response:** Not applicable.

**(5)** A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

**Response:** See the preceding pages for a brief history and description of carrier operations.

**(6)** A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:

**Response:** Not applicable

**(7)** An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):

**Response:** At this time, UP knows of no historic sites or structures or archeological resources on the Line or in the project area. UP believes that there is nothing in the scope of the project that merits historical comment and that any archeological sites within the scope of the right-of-way would have previously been disturbed during the construction and maintenance of the Line. The State Historical Society of Iowa has been advised of the proposed abandonment.

**(8)** A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain:

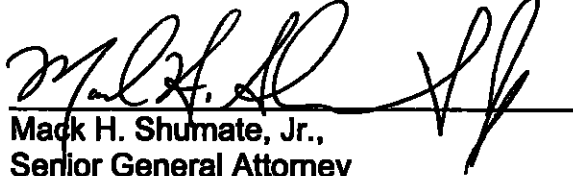
**Response:** UP does not have any such readily available information.

**(9)** Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or group of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American):

**Response:** Not applicable

Dated this 22<sup>nd</sup> day of February, 2008

Respectfully submitted,  
UNION PACIFIC RAILROAD COMPANY

A handwritten signature in black ink, appearing to read 'Mack H. Shumate, Jr.', is written over a horizontal line.

Mack H. Shumate, Jr.,  
Senior General Attorney  
101 North Wacker Drive, Room 1920  
Chicago, Illinois 60606  
(312) 777-2055; (312) 777-2065 FAX

**CERTIFICATE OF SERVICE**  
**OF THE**  
**COMBINED ENVIRONMENTAL AND HISTORIC REPORT**

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No AB-33 (Sub-No 235X) for the Roelyn Industrial Lead in Calhoun and Webster Counties, Iowa was served by first class mail on the 22<sup>nd</sup> day of February, 2008 on the following

**State Clearinghouse (or alternate):**

Mr Steven R McCann  
Division for Community Progress  
Iowa Department of Economic Development  
200 East Grand Avenue  
Des Moines, IA 50309

**State Environmental Protection Agency:**

Department of Natural Resources  
Henry A Wallace State Office Building  
502 E 9<sup>th</sup> Street  
Des Moines, IA 50319-0034

**State Coastal Zone Management Agency**

**(if applicable):**

Not applicable

**Head of each County:**

Calhoun County Board of Supervisors  
416 4th Street, Suite 1  
County Courthouse  
Rockwell City, IA 50579-1428

Webster County Board of Supervisors  
703 Central Ave  
County Courthouse  
Fort Dodge, IA 50501-3853

**Environmental Protection Agency**

**(regional office):**

U S Environmental Protection Agency  
Region VII  
901 North 5th Street  
Kansas City, KS 66101

**U.S. Fish and Wildlife:**

U S Fish & Wildlife Service, Region 3  
One Federal Drive  
Federal Building  
Fort Snelling, MN 55111

**U.S. Army Corps of Engineers:**

U S Army Engineer District, Rock Island  
Clock Tower Building  
P O Box 2004  
Rock Island, IL 61204-2004

**National Park Service:**

National Park Service  
Midwest Region  
601 Riverfront Drive  
Omaha, NE 68102

**U.S. Natural Resources Conservation Service:**

Natural Resource Conservation Service  
693 Federal Bldg  
210 Walnut Street  
Des Moines, IA 50309-2180

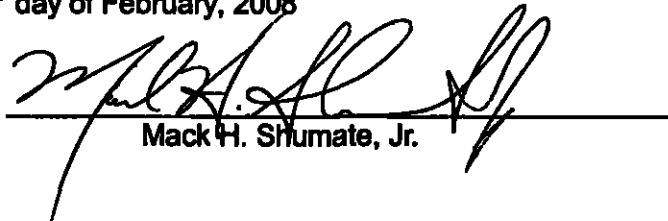
**National Geodetic Survey:**

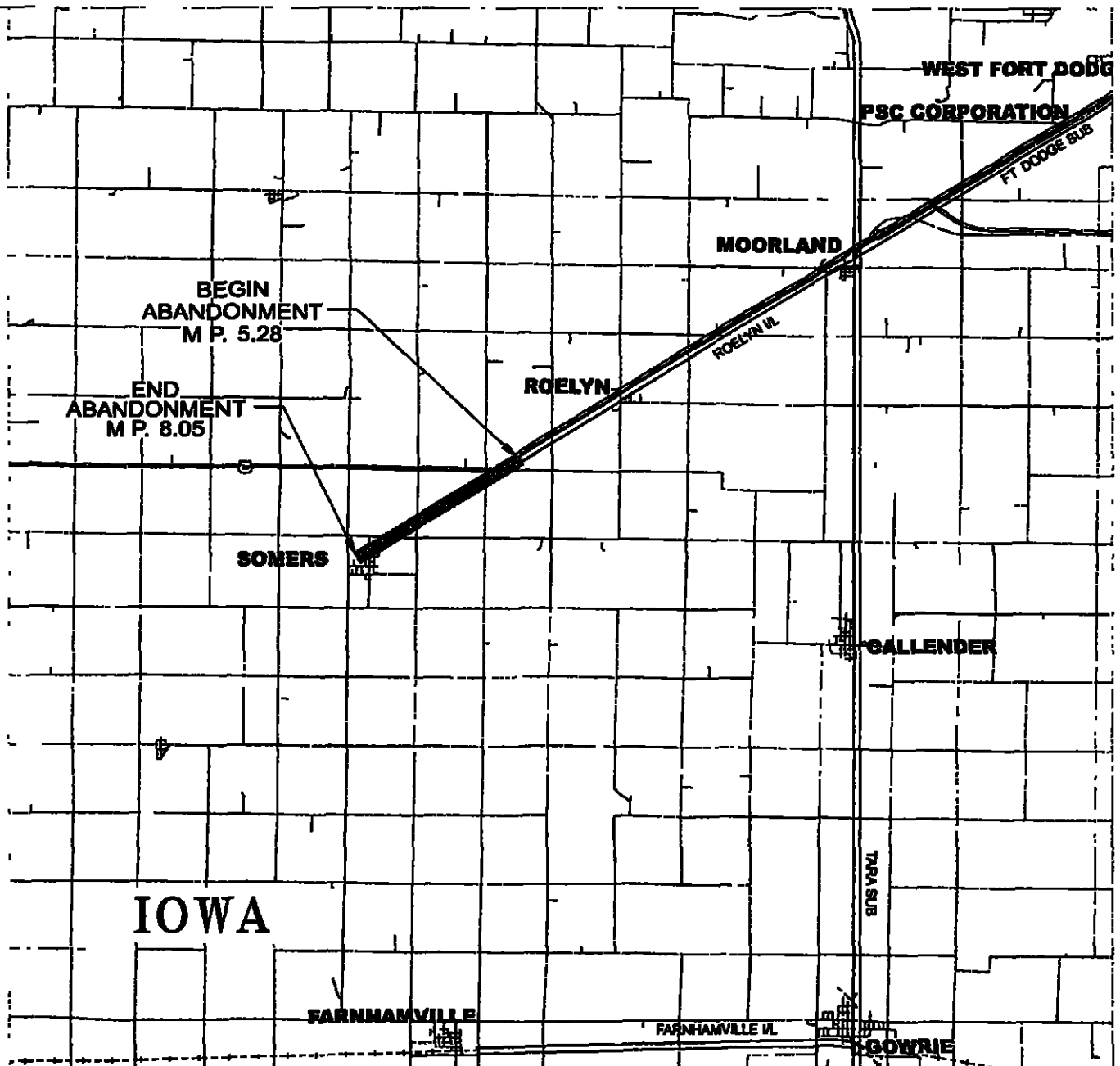
National Geodetic Survey  
Edward J McKay, Chief  
Spatial Reference System Division  
NOAA N/NGS2  
1315 E-W Highway  
Silver Spring, MD 20910-3282

**State Historic Preservation Office:**

State Historical Society of Iowa  
Attn R&C Coordinator  
600 East Locust Street  
Des Moines, IA 50319-0290

Dated this 22<sup>nd</sup> day of February, 2008

  
Mack H. Shumate, Jr.



NOTE THERE ARE NO 50+ YEAR OLD STRUCTURES

LEGEND

- UPRR LINES TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- RAILROADS (abandoned)
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- 50+ YEAR OLD STRUCTURES

ROELYN INDUSTRIAL LEAD

MP 5.28 TO MP 8.05  
 1 59 MILES IN CALHOUN COUNTY  
 1 18 MILES IN WEBSTER COUNTY  
 TOTAL OF 2 77 MILES

UNION PACIFIC RAILROAD CO  
 ROELYN INDUSTRIAL LEAD  
 IOWA

INCLUDING 50+YEAR OLD STRUCTURES

SCALE MILES

FILE 0:\abandonment\s\ab0356\_roelyn\8.dgn

DATE 07-Feb-08 11 36



September 29, 2005

**State Clearinghouse (or alternate):**

Mr Steven R McCann  
Division for Community Progress  
Iowa Department of Economic Development  
200 East Grand Avenue  
Des Moines, IA 50309

**State Environmental Protection Agency:**

Department of Natural Resources  
Henry A. Wallace State Office Building  
502 E 9<sup>th</sup> Street  
Des Moines, IA 50319-0034

**State Coastal Zone Management Agency**

**(if applicable):**

Not applicable

**Head of each County:**

Calhoun County Board of Supervisors  
416 4th Street, Suite 1  
County Courthouse  
Rockwell City, IA 50579-1428

Webster County Board of Supervisors  
703 Central Ave  
County Courthouse  
Fort Dodge, IA 50501-3853

**Environmental Protection Agency**

**(regional office):**

U S Environmental Protection Agency  
Region VII  
901 North 5th Street  
Kansas City, KS 66101

**U.S. Fish and Wildlife:**

U S Fish & Wildlife Service, Region 3  
One Federal Drive  
Federal Building  
Fort Snelling, MN 55111

**U.S. Army Corps of Engineers:**

U S Army Engineer District, Rock Island  
Clock Tower Building  
P O Box 2004  
Rock Island, IL 61204-2004

**National Park Service:**

William D Shaddox  
Chief, Land Resources Division  
National Park Service  
1849 "C" St , N W , #MS3540  
Washington, DC 20240

**U.S. Natural Resources Conservation Service:**

Natural Resource Conservation Service  
693 Federal Bldg  
210 Walnut Street  
Des Moines, IA 50309-2180

**National Geodetic Survey:**

National Geodetic Survey  
Edward J McKay, Chief  
Spatial Reference System Division  
NOAA N/NGS2  
1315 E-W Highway  
Silver Spring, MD 20910-3282

**State Historic Preservation Office:**

State Historical Society of Iowa  
Attn R&C Coordinator  
600 East Locust Street  
Des Moines, IA 50319-0290

Re: Proposed Abandonment of the Roelyn Industrial Lead from Milepost 5 28 near Roelyn to Milepost 8.08 near Somers, a distance of 2.74 miles in Calhoun and Webster Counties, Iowa, STB Docket No. AB-33 (Sub-No. 235X)

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon the Roelyn Industrial Lead from Milepost 5 28 near

Law Department

UNION PACIFIC RAILROAD  
1400 Douglas St , Stop 1580, Omaha, NE 68179-1580  
Ex. (402) 501-0127



Roelyn to Milepost 8.08 near Somers, a distance of 2 74 miles in Calhoun and Webster Counties, Iowa A map of the proposed track abandonment shown in black is attached

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F. R. Part 1105 7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts; however, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB

LOCAL AND/OR REGIONAL PLANNING AGENCIES State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U. S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission, If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects

STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

U. S. ARMY CORPS OF ENGINEERS State (1) whether permits under Section 404 of the Clean Water Act (33 U S C § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected Describe the effects.

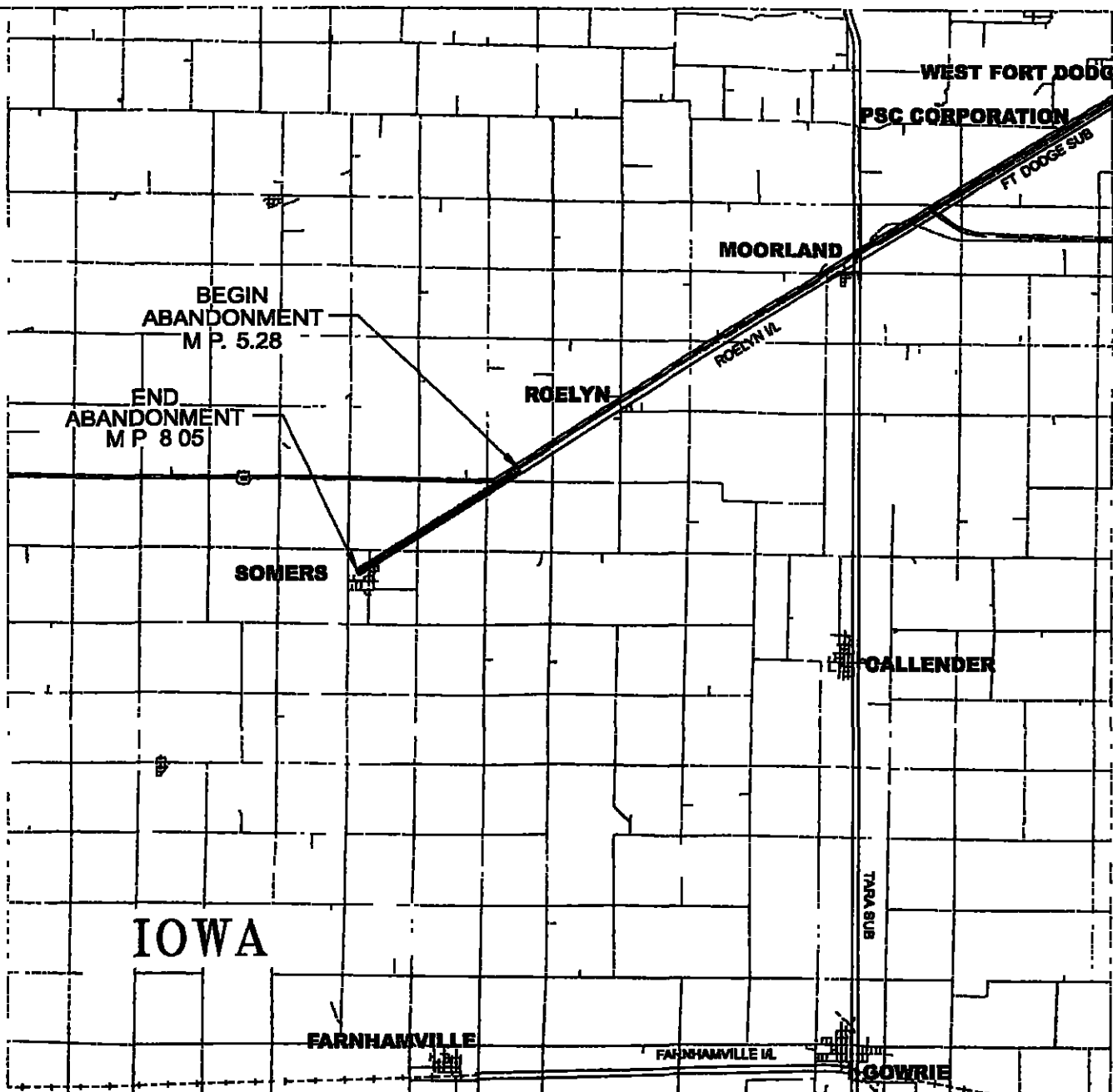
U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY) (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U S C § 1342) are required for the proposed action

Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1400 Douglas Street, Mail Stop 1580, Omaha, NE, 68179 If you need further information, please contact me at (402) 544-4861.

Yours truly,

  
Charles W. Saylor

Attachment



NOTE THERE ARE NO 50+ YEAR OLD STRUCTURES

#### LEGEND

- UPRR LINES TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- RAILROADS (abandoned)
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- 50+ YEAR OLD STRUCTURES

#### ROELYN INDUSTRIAL LEAD

MP 5.28 TO MP 8.05  
1.56 MILES IN CALHOUN COUNTY  
1.18 MILES IN WERTHER COUNTY  
TOTAL OF 2.74 MILES

UNION PACIFIC RAILROAD CO  
ROELYN INDUSTRIAL LEAD  
IOWA

INCLUDING 50+ YEAR OLD STRUCTURES

SCALE MILES

FILE 0:\abandonments\ab0356\_roelyn8.dgn

DATE 27-Sep-05 09:59



January 24, 2008

**State Clearinghouse (or alternate):**

Mr. Steven R. McCann  
 Division for Community Progress  
 Iowa Department of Economic Development  
 200 East Grand Avenue  
 Des Moines, IA 50309

**State Environmental Protection Agency:**

Department of Natural Resources  
 Henry A. Wallace State Office Building  
 502 E. 9<sup>th</sup> Street  
 Des Moines, IA 50319-0034

**State Coastal Zone Management Agency**

**(if applicable):**  
 Not applicable

**Head of each County:**

Calhoun County Board of Supervisors  
 416 4th Street, Suite 1  
 County Courthouse  
 Rockwell City, IA 50579-1428

Webster County Board of Supervisors  
 703 Central Ave  
 County Courthouse  
 Fort Dodge, IA 50501-3853

**Environmental Protection Agency****(regional office):**

U.S. Environmental Protection Agency  
 Region VII  
 901 North 5th Street  
 Kansas City, KS 66101

**U.S. Fish and Wildlife:**

U.S. Fish & Wildlife Service, Region 3  
 One Federal Drive  
 Federal Building  
 Fort Snelling, MN 55111

**U.S. Army Corps of Engineers:**

U.S. Army Engineer District, Rock Island  
 Clock Tower Building  
 P.O. Box 2004  
 Rock Island, IL 61204-2004

**National Park Service:**

National Park Service  
 Midwest Region  
 601 Riverfront Drive  
 Omaha, NE 68102

**U.S. Natural Resources Conservation Service:**

Natural Resource Conservation Service  
 693 Federal Bldg  
 210 Walnut Street  
 Des Moines, IA 50309-2180

**National Geodetic Survey:**

National Geodetic Survey  
 Edward J. McKay, Chief  
 Spatial Reference System Division  
 NOAA N/NGS2  
 1315 E-W Highway  
 Silver Spring, MD 20910-3282

**State Historic Preservation Office:**

State Historical Society of Iowa  
 Attn: R&C Coordinator  
 600 East Locust Street  
 Des Moines, IA 50319-0290

Re Proposed Abandonment of the Roelyn Industrial Lead from Milepost 5.28 near Roelyn to Milepost 8.08 near Somers, a distance of 2.74 miles in Calhoun and Webster Counties, Iowa; STB Docket No. AB-33 (Sub-No. 235X)

Dear Sirs:

On September 29, 2005, Union Pacific Railroad Company sent you a letter discussing plans to request authority from the Surface Transportation Board (STB) to abandon the Roelyn Industrial Lead from Milepost 5.28 near Roelyn to Milepost 8.08 near Somers, a distance of 2.74 miles in Calhoun and Webster Counties, Iowa. We now intend

Law Department

UNION PACIFIC RAILROAD  
 1400 Douglas St., Stop 1580, Omaha, NE 68179-1580  
 fx (402) 501-0127

to proceed with our request to abandon this portion of track. A map of the proposed track abandonment shown in black is attached.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F.R. Part 1105.7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts, however, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB. Responses to our September 29, 2005 letter will be considered current unless a revised response is received.

**LOCAL AND/OR REGIONAL PLANNING AGENCIES.** State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

**U. S. SOIL CONSERVATION SERVICE.** State the effect of the proposed action on any prime agricultural land.

**U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission, if Addressed).** State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

**STATE WATER QUALITY OFFICIALS.** State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

**U. S. ARMY CORPS OF ENGINEERS.** State (1) whether permits under Section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

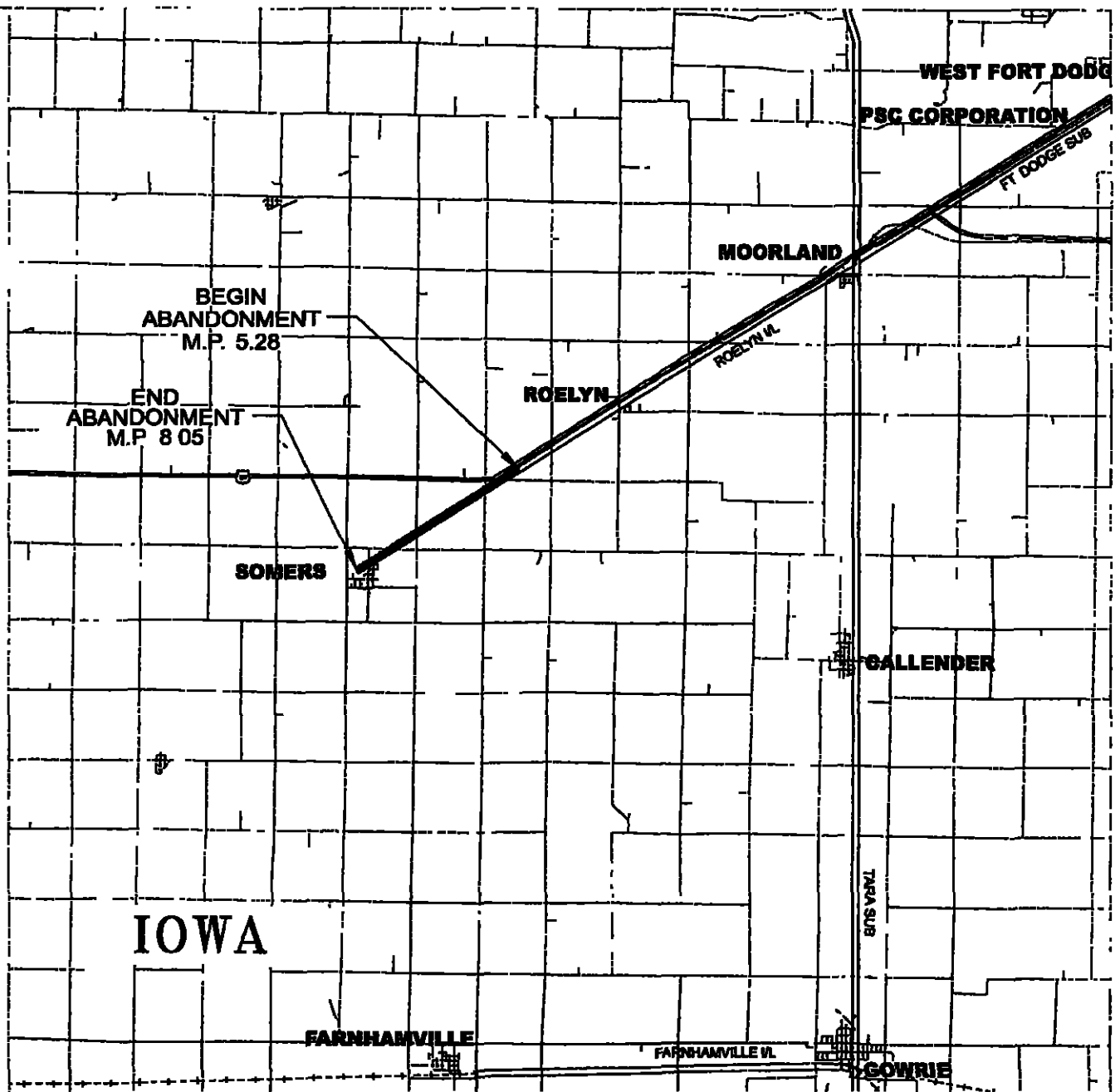
**U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY).** (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1400 Douglas Street, Mail Stop 1580, Omaha, NE, 68179. If you need further information, please contact me at (402) 544-4861.

Yours truly,

  
Charles W. Saylor

Attachment



NOTE THERE ARE NO 50+ YEAR OLD STRUCTURES

#### LEGEND

- UPRR LINES TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- RAILROADS (abandoned)
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- 50+ YEAR OLD STRUCTURES

#### ROELYN INDUSTRIAL LEAD

MP 5.28 TO MP 8.05  
 1.56 MILES IN CALHOUN COUNTY  
 1.18 MILES IN WEBSTER COUNTY  
 TOTAL OF 2.74 MILES

UNION PACIFIC RAILROAD CO  
 ROELYN INDUSTRIAL LEAD  
 IOWA

INCLUDING 50+ YEAR OLD STRUCTURES

SCALE MILES

FILE-Q:\abandonments\ab0356\_roelyn8.dgn

DAI E-27-Sep-05 09:59

**Board of Supervisors**  
**Calhoun County Courthouse**  
**416 Fourth St.**  
**Rockwell City, Iowa 50579**  
**Phone 712-297-7741**

October 3, 2005

Mr. Chuck Saylor  
1400 Douglas Street  
Mail Stop 1580  
Omaha NE 68179

RE Proposed Abandonment

Dear Mr. Saylor:

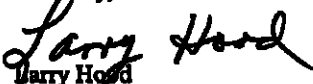
Having received your letter regarding the abandonment of the Rocklyn Industrial Lead located in Calhoun County the Board of Supervisors acting as Trustees of Drainage Districts within Calhoun County would like you to note the following:

Drainage District No. 75 located in Section 35 of Greenfield Township (35-88-31) traverses under the current right-of-way.  
Drainage District No. 97 located in Section 35 of Greenfield Township (35-88-31) traverses under the current right-of-way.  
Joint Drainage District No. 95 Calhoun & No. 70 Webster located in Section 36 of Greenfield Township (36-88-31) traverses under the current right-of-way.

Joint Drainage District No. 31 Calhoun & No. 16 Webster Open Ditch is located in Section 2 & 3 of Cedar Township (2 & 3-87-31). We are requesting that the bridge pilings be removed from the open ditch.

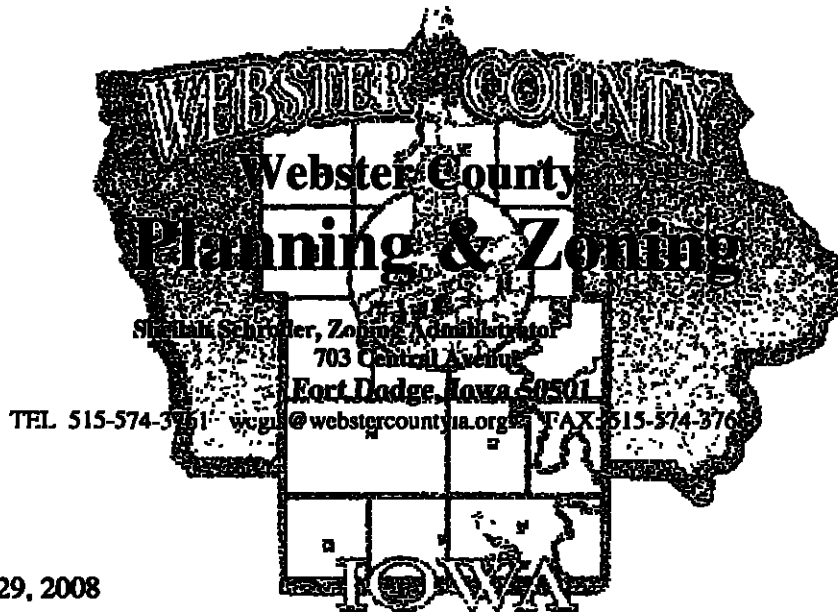
Please be advised that any expenses incurred for repair of these districts due to the renovation of the right-of-way will be charged to the railroad or whoever takes ownership of the property.

Sincerely,



Larry Hood  
Chairman of the Board of Supervisors  
Acting as Trustees of Calhoun County Drainage Districts

CC: Ivan Droessler, Drainage Engineer



January 29, 2008

Union Pacific Railroad  
Mr Chuck Saylor  
1400 Douglas Street  
Omaha, NE 68179

RE: Abandoned Railroad/Planning Agencies

Dear Mr. Saylor,

Proceeding with the abandonment of a portion of railroad track in the southwest portion of Webster County would not be inconsistent with any current land use plans; however, could you clarify what happens to the abandoned portion? Please call this office if you have any questions

Sincerely,

Sheilah Schroder  
Planning and Zoning Administrator

United States Department of Agriculture



Natural Resources Conservation Service  
210 Walnut Street  
693 Federal Building  
Des Moines, IA 50309-2180

November 1, 2005

Mr. Charles W Saylor  
Union Pacific Railroad  
1400 Douglas Street, Stop 1580  
Omaha, Nebraska 68179-1580

Dear Mr. Saylor

Thank you for the opportunity to provide comment on the proposed abandonment of the Roelyn Industrial Lead from Milepost 5.28 near Roelyn to Milepost 8.08 near Somers in Calhoun and Webster Counties, Iowa; STB Docket No. AB-33 (Sub-No 235X). The concern of the USDA Natural Resources Conservation Service (NRCS) is the potential effect on agricultural drainage systems along and through the railroad grade. Also, along the grade, remnant native grasses and forbs may exist that are important to Iowa's history. I suggest that the Calhoun and Webster County Conservation Boards be requested to conduct an inventory of native plants prior to abandonment and removal operations.

For site specific information, you may contact the local NRCS District Conservationists listed below.

Calhoun County  
Richard D. Finley  
905 High Street  
Rockwell City, IA 50579-1011  
(712) 297-7824

Webster County  
Denis R. Schulte  
1200 1/2 3rd Avenue NW  
PO Box 1017  
Fort Dodge, IA 50501-1017  
(515) 573-4411

Sincerely,

A handwritten signature in dark ink, appearing to read "Richard Van Klaveren".  
Richard Van Klaveren  
State Conservationist

cc. Astor F. Boozer, Assistant State Conservationist (FO), NRCS, Sioux City, IA  
James W. Frederick, Assistant State Conservationist (FO), NRCS, Fort Dodge, IA  
Richard D. Finley, District Conservationist, NRCS, Rockwell City, IA  
Denis R. Schulte, District Conservationist, NRCS, Fort Dodge, IA





**DEPARTMENT OF THE ARMY**  
 ROCK ISLAND DISTRICT, CORPS OF ENGINEERS  
 CLOCK TOWER BUILDING - P O BOX 2004  
 ROCK ISLAND, ILLINOIS 61204-2004

REPLY TO  
 ATTENTION OF

<http://www.mwr.usace.army.mil>

October 12, 2005

Operations Division

SUBJECT: CEMVR-OD-P-2005-1494

Union Pacific Railroad Company  
 Mr. Chuck Saylor  
 Mail Stop 1580  
 1400 Douglas Street  
 Omaha, Nebraska 68179-1580

Dear Mr. Saylor:

Our office reviewed your letter dated September 29, 2005, concerning the proposed abandonment of a railroad line from milepost 5.28 near Roelyn in Calhoun County to milepost 8.08 in Webster County, Iowa.

We determined your project as proposed does not require a Department of the Army (DA) Section 404 permit. The decision regarding this action is based on information found in the administrative record which documents the District's decision-making process, the basis for the decision, and the final decision. No indication of discharge of dredged or fill material was found to occur in waters of the United States (including wetlands). Therefore, this determination resulted.

Should your project involve extraction of any bridges, you are required to remove all fill material to an upland, non-wetland site, and to remove all pilings to at least one foot below streambed elevations. You are also required to seed all disturbed areas with native grasses and to implement appropriate measure to insure that sediments are not introduced into waters of the United States during your projects.

Our office has made an Approved Jurisdictional Determination (AJD) concerning your permit area. A copy of our Jurisdictional Determination Form is enclosed. You may accept or appeal the attached AJD, or provide additional information for our consideration. A copy of the Notification of Administrative Appeal Options and Process and Request for Appeal form (appeal form) is enclosed. If you choose to accept the AJD, you do not need to notify the Corps of Engineers, and you can disregard the appeal form. If you disagree with the AJD, you may provide new information for our consideration, or you may appeal the AJD. If you wish to appeal the AJD, you must complete the enclosed appeal form and return it to this office. Your completed appeal form must be received by this office within 60 days of the date of the enclosed appeal form.

You are advised that this determination for your project is valid for five years from the date of this letter. If the project is not completed within this five-year period or your project plans change, you should contact our office for another determination.

Although an individual DA permit will not be required for the project, this does not eliminate the requirement that you must still acquire other applicable Federal, state, and local permits.

Should you have any questions, please contact our Regulatory Branch by letter, or telephone me at 309/794-5367.

Sincerely,

A handwritten signature in black ink that reads "Michael D. Hayes". The signature is written in a cursive style with a large, stylized "M" and "H".

Michael D. Hayes  
Project Manager  
Enforcement Section

Copies Furnished. (w/o enclosures)

Mr. Kelly Stone (3)  
Iowa Department of Natural Resources  
Water Resources Section  
Wallace State Office Building  
502 East 9<sup>th</sup> Street  
Des Moines, Iowa 50319-0034

## NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: Union Pacific Railroad		File Number 2005-1494	Date: 10/12/05
Attached is:		See Section below	
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)		A
	PROFFERED PERMIT (Standard Permit or Letter of permission)		B
	PERMIT DENIAL		C
X	APPROVED JURISDICTIONAL DETERMINATION		D
	PRELIMINARY JURISDICTIONAL DETERMINATION		E

**SECTION I -** The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at <http://usace.army.mil/inet/functions/cw/cecwo/reg> or Corps regulations at 33 CFR Part 331.

**A: INITIAL PROFFERED PERMIT.** You may accept or object to the permit.

- **ACCEPT** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT.** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

**B: PROFFERED PERMIT.** You may accept or appeal the permit.

- **ACCEPT** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

**C: PERMIT DENIAL:** You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

**D: APPROVED JURISDICTIONAL DETERMINATION.** You may accept or appeal the approved JD or provide new information.

- **ACCEPT.** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL.** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

**E: PRELIMINARY JURISDICTIONAL DETERMINATION.** You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

**SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT:**

**REASONS FOR APPEAL OR OBJECTIONS:** (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

**ADDITIONAL INFORMATION** The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

**POINT OF CONTACT FOR QUESTIONS OR INFORMATION:**

If you have questions regarding this decision and/or the appeal process you may contact:

Michael D. Hayes  
US Army Corps of Engineers District, Rock Island  
ATTN: Regulatory Branch  
Clock Tower Building  
Post Office Box 2004  
Rock Island, Illinois 61204-2004

Telephone: 309/794-5367

If you only have questions regarding the appeal process you may also contact:

Martha S. Chieply  
U.S. Army Corps of Engineers Division,  
Mississippi Valley  
ATTN: CEMVD-PD-KM  
P.O. Box 80  
Vicksburg, Mississippi 39181-0080

Telephone: 601/634-5820

Fax: 601/634-7073

**RIGHT OF ENTRY.** Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

\_\_\_\_\_  
Signature of appellant or agent.

Date:

Telephone number:

**JURISDICTIONAL DETERMINATION**  
U S Army Corps of Engineers

Revised 8/13/04

**DISTRICT OFFICE:** Rock Island District  
**FILE NUMBER:** 2005-1494

**PROJECT LOCATION INFORMATION:**

State Iowa  
County Calhoun and Webster  
Center coordinates of site (latitude/longitude) N - 4694043 E - 383978  
Approximate size of area (parcel) reviewed, including uplands 3.3 acres  
Name of nearest waterway Hardin Creek  
Name of watershed Des Moines

**JURISDICTIONAL DETERMINATION**

Completed: Desktop determination ☒ Date 10/12/05  
Site visit(s) ☒ Date(s)

**Jurisdictional Determination (JD):**

☒ Preliminary JD - Based on available information, ☐ there appear to be (or) ☐ there appear to be no "waters of the United States" and/or "navigable waters of the United States" on the project site. A preliminary JD is not appealable (Reference 33 CFR part 331)

☒ Approved JD - An approved JD is an appealable action (Reference 33 CFR part 331)  
Check all that apply:

☒ There are "navigable waters of the United States" (as defined by 33 CFR part 329 and associated guidance) within the reviewed area. Approximate size of jurisdictional area:

☐ There are "waters of the United States" (as defined by 33 CFR part 328 and associated guidance) within the reviewed area. Approximate size of jurisdictional area:

☐ There are "isolated, non-navigable, intra-state waters or wetlands" within the reviewed area.

☒ Decision supported by SWANCC/Migratory Bird Rule Information Sheet for Determination of No Jurisdiction

**BASIS OF JURISDICTIONAL DETERMINATION:**

**A. Waters defined under 33 CFR part 329 as "navigable waters of the United States"**

☒ The presence of waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce

**B. Waters defined under 33 CFR part 328.3(a) as "waters of the United States":**

☒ (1) The presence of waters, which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide

☒ (2) The presence of interstate waters including interstate wetlands<sup>1</sup>

☒ (3) The presence of other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate commerce including any such waters (check all that apply).

☐ (i) which are or could be used by interstate or foreign travelers for recreational or other purposes

☐ (ii) from which fish or shellfish are or could be taken and sold in interstate or foreign commerce

☐ (iii) which are or could be used for industrial purposes by industries in interstate commerce

☒ (4) Impoundments of waters otherwise defined as waters of the US

☒ (5) The presence of a tributary to a water identified in (1) - (4) above.

☒ (6) The presence of territorial seas

☒ (7) The presence of wetlands adjacent<sup>2</sup> to other waters of the US, except for those wetlands adjacent to other wetlands

**Rationale for the Basis of Jurisdictional Determination** (apphes to any boxes checked above). *If the jurisdictional water or wetland is not itself a navigable water of the United States, describe connection(s) to the downstream navigable waters. If B(1) or B(3) is used as the Basis of Jurisdiction, document navigability and/or interstate commerce connection (i.e., discuss site conditions, including why the waterbody is navigable and/or how the destruction of the waterbody could affect interstate or foreign commerce). If B(2, 4, 5 or 6) is used as the Basis of Jurisdiction, document the rationale used to make the determination. If B(7) is used as the Basis of Jurisdiction, document the rationale used to make adjacency determination.*

**Lateral Extent of Jurisdiction: (Reference: 33 CFR parts 328 and 329)**

- ☒ Ordinary High Water Mark indicated by
- ☐ clear, natural line impressed on the bank
  - ☐ the presence of litter and debris
  - ☐ changes in the character of soil
  - ☐ destruction of terrestrial vegetation
  - ☐ shelving
  - ☐ other
- ☒ High Tide Line indicated by:
- ☐ oil or scum line along shore objects
  - ☐ fine shell or debris deposits (foreshore)
  - ☐ physical markings/characteristics
  - ☐ tidal gages
  - ☐ other
- ☒ Mean High Water Mark indicated by
- ☐ survey to available datum, ☐ physical markings, ☐ vegetation lines/changes in vegetation types
- ☒ Wetland boundaries, as shown on the attached wetland delineation map and/or in a delineation report prepared by

**Basis For Not Asserting Jurisdiction:**

- ☒ The reviewed area consists entirely of uplands
- ☒ Unable to confirm the presence of waters in 33 CFR part 328(a)(1, 2, or 4-7)
- ☒ Headquarters declined to approve jurisdiction on the basis of 33 CFR part 328.3(a)(3)
- ☒ The Corps has made a case-specific determination that the following waters present on the site are not Waters of the United States
- ☐ Waste treatment systems, including treatment ponds or lagoons, pursuant to 33 CFR part 328.3
  - ☐ Artificially irrigated areas, which would revert to upland if the irrigation ceased.
  - ☐ Artificial lakes and ponds created by excavating and/or diking dry land to collect and retain water and which are used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing
  - ☐ Artificial reflecting or swimming pools or other small ornamental bodies of water created by excavating and/or diking dry land to retain water for primarily aesthetic reasons
  - ☐ Water-filled depressions created in dry land incidental to construction activity and pits excavated in dry land for the purpose of obtaining fill, sand, or gravel unless and until the construction or excavation operation is abandoned and the resulting body of water meets the definition of waters of the United States found at 33 CFR 328.3(a)
  - ☐ Isolated, intrastate wetland with no nexus to interstate commerce
  - ☐ Prior converted cropland, as determined by the Natural Resources Conservation Service Explain rationale
  - ☐ Non-tidal drainage or irrigation ditches excavated on dry land Explain rationale
  - ☐ Other (explain)

**DATA REVIEWED FOR JURISDICTIONAL DETERMINATION (mark all that apply):**

- ☒ Maps, plans, plots or plat submitted by or on behalf of the applicant
- ☒ Data sheets prepared/submitted by or on behalf of the applicant
- ☐ This office concurs with the delineation report, dated \_\_\_\_\_, prepared by (company)
  - ☐ This office does not concur with the delineation report, dated \_\_\_\_\_, prepared by (company)
- ☒ Data sheets prepared by the Corps
- ☒ Corps' navigable waters' studies
- ☒ U S Geological Survey Hydrologic Atlas
- ☒ U S Geological Survey 7.5 Minute Topographic maps Knerim quad
- ☒ U S Geological Survey 7.5 Minute Historic quadrangles
- ☒ U S Geological Survey 15 Minute Historic quadrangles.
- ☒ USDA Natural Resources Conservation Service Soil Survey
- ☒ National wetlands inventory maps GIS/Knerim quad
- ☒ State/Local wetland inventory maps
- ☒ FEMA/FIRM maps (Map Name & Date)
- ☒ 100-year Floodplain Elevation is \_\_\_\_\_ (NGVD)
- ☒ Aerial Photographs (Name & Date) GIS DOQ
- ☒ Other photographs (Date)
- ☒ Advanced Identification Wetland maps
- ☒ Site visit/determination conducted on
- ☒ Applicable/supporting case law
- ☒ Other information (please specify)

<sup>1</sup>Wetlands are identified and delineated using the methods and criteria established in the Corps Wetland Delineation Manual (87 Manual) (i.e., occurrence of hydrophytic vegetation, hydric soils and wetland hydrology)

<sup>2</sup>The term "adjacent" means bordering, contiguous, or neighboring. Wetlands separated from other waters of the U.S. by man-made dikes or barriers, natural river berms, beach dunes, and the like are also adjacent